



Flying in the CAP

Note: This document is intended to provide an overview of the requirements to fly CAP aircraft. It is the reader's responsibility to read and understand the text of the various referenced CAP and FAA regulations and forms.

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There are several flight activities in which you can qualify to participate. All require you to first pass a written exam covering CAP flight operations and a flight check ride and become “a Form 5 Pilot” (details describe later). The flight activities are:

- Basic Flight Competency
- Cadet Orientation Flights
- Transport Flights
- Disaster Relief Flights
- Drug Surveillance Flights
- Search and Rescue Flights



CAP Pilot Requirements

The following is from [CAPR 60-1\(C-1\)](#), pages 11 & 12.

CAP Pilot

The following basic requirements must be met to be qualified as a CAP pilot in CAP aircraft:

- 1) Be an active CAP member at least 17 years of age (16 years of age for CAP glider pilots).
- 2) Possess a valid FAA private, commercial or airline transport pilot certificate.
- 3) Possess a class III or higher medical certificate (not required for gliders).
- 4) Possess a current flight review IAW [FAR 61.56](#).
- 5) Satisfactorily complete a CAPF 5 flight check in an aircraft (in an appropriate group) within the preceding 12 months.
- 6) Complete an annual CAPF 5 written examination and annual aircraft questionnaires for each aircraft authorized to fly.

Cadet Orientation Pilot

The following requirements must be met to be designated as a cadet orientation pilot:

- 1) Be an active CAP pilot at least 21 years of age (or 18 years of age with a valid FAA CFI certificate).
- 2) CAP powered pilots must have a minimum of 200 hours (300 hours for AFROTC orientation flights) total pilot-in-command (PIC) time in the category and class of airplane to be used.
- 3) CAP glider pilots must have one of the following:
 - a) A minimum of 50 hours PIC in gliders.
 - b) A minimum of 100 flights as PIC of a glider.
 - c) A minimum of 50 flights in the past 12 months as PIC of a glider.
 - d) Be a current CFI.
- 4) Satisfactorily demonstrate a thorough knowledge of the cadet orientation flight program syllabus to a CAP check pilot and have the CAPF 5 flight check annotated as qualified to conduct cadet orientation flights.
- 5) Be designated in writing as a cadet orientation pilot in the applicable aircraft group(s) by the present Executive Director, region or wing commander or their designee. Complete GAWG Form 5-10 [Georgia Wing Form 5-10 Pilot Designation](#)
- 6) Overseas cadet units may use military aero club aircraft and pilots to administer cadet orientation rides IAW the cadet orientation flight program



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syllabus. Military aero club pilots will comply with paragraph 3-2e2 of this regulation and be thoroughly familiar with the cadet orientation flight program syllabus.

CAP Cadet Orientation Flight Syllabus can be downloaded from this link:

[CAP Cadet Orientation Flight Syllabus](#)

AFROTC Orientation Flight Syllabus can be downloaded from this link:

[AFROTC Orientation Flight Syllabus](#) (see Attachment 2 to Annex B)

Exams for both can be accessed at:

[AF/CAP Online Quiz System](#)

The following is from [CAPR 60-3](#), page 13 & 14.

Mission Pilot

Search and Rescue (SAR)/Disaster Relief (DR) Mission Pilot (MP).

- 1) **Trainee.** Satisfy the following for issuance of a [CAPF 101T-MP](#):
 - a) At least 18 years of age.
 - b) Current and qualified CAP pilot in accordance with [CAPR 60-1\(C-1\)](#), with at least 200 (175 to start training) hours pilot in command time including at least 50 hours of cross-country flying.
 - c) Qualified Transport Mission Pilot.
 - d) Qualified mission scanner per requirements listed on [CAPF 101T-MS](#).
 - e) Qualified GES.
- 2) **Qualified.** Complete all requirements listed on [CAPF 101T-MP](#).

Transport Mission Pilot

Satisfy the following for issuance of a CAPF 101 (a training card shall not be issued for this specialty) (see notes 1 and 2):

- 1) At least 18 years of age.
- 2) Current and qualified CAP pilot in accordance with [CAPR 60-1\(C-1\)](#), with at least 100 hours pilot in command time including at least 50 hours of cross-country flying.
- 3) Qualified GES.



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NOTE 1: Personnel presently current and qualified as a SAR/DR mission pilot are automatically qualified as a transport mission pilot.

NOTE 2: On authorized ES missions transport mission pilots can only:

- Transport emergency services qualified CAP members required for an authorized mission
- Ferry aircraft required for an authorized ES mission
- Current and qualified FAA private pilots may transport parts and equipment owned by CAP or a CAP member to a mission base or staging area
- Fly “high bird” communications sorties on an authorized ES mission
- Current and qualified FAA Commercial pilots may transport parts and equipment not owned by CAP

Mission Scanner

- 1) **Trainee.** Satisfy the following for issuance of a [CAPF 101T-MS](#):
 - a) At least 18 years of age.
 - b) Qualified GES.
- 2) **Qualified.** Complete all requirements listed on [CAPF 101T-MS](#).

Mission Observer

- 1) **Trainee.** Satisfy the following for issuance of a [CAPF 101T-MO](#):
 - a) At least 18 years of age.
 - c) Qualified mission scanner.
 - d) Qualified GES.
- 2) **Qualified.** Complete all requirements listed on [CAPF 101T-MO](#).

Proficiency Requirements for CAP Pilots

Pilots are encouraged to maintain currency and proficiency by accomplishing a self-conducted proficiency flight as described below at least once every 90 days (C-17 mission symbol for Form 5 qualified pilots).

The following is from [CAPR 60-1\(C-1\)](#), ATTACHMENT 7, 19 OCTOBER 2004, page 31.



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SELF-CONDUCTED PROFICIENCY FLIGHT GUIDELINES

This attachment provides a recommended self-conducted proficiency flight profile that may be used to improve pilot confidence and currency in a particular. It is recommended that the procedures outlined below be accomplished at least once each 90 days to maintain pilot proficiency.

1. Preflight.

- a. Obtain a flight release from a designated flight release officer.
- b. Review the Aircraft Flight Manual/Pilot Operating Handbook (AFM/POH), including limitations, operating procedures (normal, abnormal and emergency), loading, performance, etc.
- c. Accomplish the aircraft preflight inspection.

2. Flight Profile.

- a. Accomplish normal taxi, takeoff and departure to the local practice area.
- b. Upon reaching the practice area and at an altitude of at least 3,000 feet AGL, conduct appropriate clearing turns.

MAINTAIN CONSTANT VISUAL AWARENESS OUTSIDE THE COCKPIT THROUGHOUT ALL MANEUVERS

- 1) Perform 720° steep bank turns (45-50° bank) in both directions while maintaining altitude within 100 feet.
- 2) Maintain altitude within 100 feet and heading within 5° while slowing to 1.2 V_{SI} . Accomplish left and right turns of at least 90° duration while maintaining altitude within 100 feet. While maintaining heading within 5°, reduce power to idle and increase pitch attitude to maintain altitude until onset of stall warning. Recover straight ahead with minimum altitude loss and re-establish a speed of 1.2 V_{SI} .
- 3) Extend flaps to approach position and reduce speed to onset of stall warning while maintaining altitude within 100 feet and heading within 5°. Increase power as necessary to maintain altitude. Accomplish left and right turns of at least 90° duration while maintaining altitude within 100 feet. Increase power to takeoff power while simultaneously increasing pitch attitude to simulate a go-around condition and begin a medium bank turn in either direction. Raise the nose until onset of stall warning. Recover straight ahead with minimum altitude loss and re-establish the speed used at the beginning of this maneuver.
- 4) Extend flaps to landing position, extend landing gear (if applicable), and reduce speed to onset of stall warning while maintaining altitude within



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100 feet and heading within 5°. Increase power as necessary to maintain altitude. Accomplish left and right turns of at least 90° duration while maintaining altitude within 100 feet. While maintaining a constant heading within 5°, reduce power to normal approach power setting and begin a typical final approach descent. Increase pitch attitude until onset of stall warning. Accomplish a full recovery straight ahead, climbing to the altitude at which the maneuver was started.

- 5) Establish level flight, maintaining altitude within 100 feet and heading within 5° while reducing speed to 1.2 V_{SI} with flaps and gear (if applicable) retracted. Without changing power, establish a 30° bank turn in either direction, and smoothly increase elevator back pressure until onset of stall warning. Recover straight ahead with minimum altitude loss.

c. Return to the airport to accomplish the following takeoff and landing exercises:

- 1) Perform a normal landing, using full flaps, to a touch and go.
- 2) Perform a short field landing to a full stop, with a simulated 50-foot obstacle located at the runway threshold using the procedures recommended in the AFM/POH.
- 3) Taxi back to the departure end and perform a soft field takeoff using the procedures recommended in the AFM/POH.
- 4) Perform a soft field landing to a full stop using the procedures recommended in the AFM/POH.
- 5) Taxi back to the departure end and perform a short field takeoff using the procedures recommended in the AFM/POH.
- 6) Accomplish additional practice takeoffs and landings as desired.
- 7) Perform a normal landing to a full stop.

3. Post Flight

- a.** Secure the aircraft in the hanger or tie down location (including fueling, cleaning windshield, etc.).
- b.** Complete necessary flight time reports.
- c.** Conduct a post-flight inspection of the aircraft.
- d.** Review your performance!



Mission Pilot Proficiency Training

The following is from CAPR 60-1 (C1) ATTACHMENT 9-1 19 OCTOBER 2004, page 34.

ADDITIONAL PROFICIENCY FLYING TRAINING FOR SAR/DR/CD MISSION PILOTS

There six syllabus guidelines in Attachments 9-1 through 9-6 which provide procedures for “Proficiency Flight Training for SAR/DR/CD Mission Pilots.” This training is optional and is available for up to a maximum of **4 hours per calendar month per individual SAR/DR/CD mission pilot**. Proficiency Flight Training for SAR/DR/CD mission pilots **may not** lead to higher airman ratings or certificates. **These proficiency flights are Air Force assigned nonreimbursed missions and should be released using mission symbol B-12 [reference CAPR 60-1 (C-1), attachment 10].**



MISSION SYMBOLS

The following is from CAPR 60-1 (C1) ATTACHMENT 10, page 40.

AFAM - USAF Reimbursable

<u>Mission Symbol</u>	<u>Description</u>
A1	AFRCC SAR missions
A2	AFNSEP missions (NOTE 1)
A3	Counterdrug Actual missions
A4	Counterdrug Training missions
A5	SAR/DR training/evaluation missions/CAPR 60-2 inspections (NOTE 2)
A6	AFROTC orientation flights including flights to and from the orientation site
A7	CAPFs 5 & 91 evaluation and <i>National Check Pilot Standardization Course</i> and flight clinics
A18	Homeland Security Missions
A99	Missions specifically approved by the Air Force (e.g., low-level survey, courier, etc.)
A911	Missions requiring prompt action to save lives, prevent human suffering or to mitigate great property damage. Funded by Customer or CAP appropriated mission budget.

AFAM – USAF Non-reimbursable (May be reimbursed by non-Air Force agencies)

B9	Red Cross missions
B10	FEMA missions
B11	NOAA & NWS missions
B12	Mission pilot proficiency flights IAW CAPR 60-1, Attachments 9-1, 9-2, 9-3, 9-4, 9-5, 9-6 and SAR/DR training IAW CAPR 60-3
B13	Support to federal or national relief agencies with an Air Force approved MOU
B14	Support to state, county and local agencies when approved by AF/XOS-HA
B17	CAPFs 5 & 91 evaluations, NCPSC flights, and flight clinics flown under an AF mission number
B18	Homeland Security missions
B99	Other missions specifically approved by the USAF (e.g., media, public official, etc.)



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CAP Corporate Missions

<u>Mission</u>	
<u>Symbol</u>	<u>Description</u>
C8	Air transport to/from squadron or higher official conferences or meetings
C9	Maintenance flights (includes flights in support of aircraft delivery and pickup)
C14	Support to state, county and local agencies not approved as an AFAM
C15	Cadet orientation flights IAW the cadet orientation flight program syllabus
C16	Cadet flights: training, flight encampments/academies, cadet encampments, IACE
C17	Proficiency and training flights not designated as an USAF assigned mission
C18	Homeland Security missions
C19	Orientation flights for CAP Aerospace Education Members
C20	Glider tow plane flights (includes ferry flights)
C99	Other missions specifically approved by the National/region/wing commander
C911	Missions requiring prompt action to save lives, prevent human suffering or to mitigate great property damage. Funded by Customer or CAP wing's corporate (non-appropriated) budget

Other

<u>Mission</u>	
<u>Symbol</u>	<u>Description</u>
L1	USAF liaison personnel flying

NOTE 1: Does not include FEMA (B10) missions, Red Cross (B9) missions, or support to other federal or national relief agencies with an Air Force approved MOU (B13).

NOTE 2: [CAPR 123-3](#) inspections are only authorized as an A5 mission if pre-approved on a [CAPF 10](#) in advance by the CAP-USAF Liaison Region.



Form 5 Checkout Details

There are certain qualifications that must be met for each new pilot. The first is the Form 5 written exam and second, the flight check ride. Every CAP pilot regardless of pilot rating, experience, flight time, etc must meet the Form 5 requirements annually. Go to <https://ntc.cap.af.mil/ops/dot/> and download the Form 5 exam. It contains the Form 5 written exam so you can prepare to take the exam on-line when you are ready. Be sure you have a current copy of the 60-1 as the Form 5 exam is taken for it.

Preparing for the Form 5

Summary

There are 11 steps to getting your check ride.

1. Insure you are proficient. Practice!
2. Take the Form 5 written test.
3. Obtain a blank CAPF 5 and complete the identifying information.
4. Complete the Aircraft Questionnaire and Statement of Understanding.
5. Schedule a Form 5 Check ride with your CAP Check Pilot.
6. Obtain a mission number (Form 5's are currently 100% reimbursable).
7. Take the Form 5 Check ride.
8. Make copies of your paperwork for personal reference.
9. Complete and mail your Form 108 for reimbursement.
10. Turn your paperwork in to your squadron admin (goes in your pilot folder).
11. Fly Safely!

Step 1 – Make Sure You Are Proficient

The Form 5 Check Ride is a test of how safe and comfortable you are with the aircraft. Prepare yourself for the check ride by going up with another pilot do a "mock" check ride. Make sure your stalls, steep turns, ground reference maneuvers, and various types of landings (short, crosswind, etc) are up to PTS standards. You should also insure that your safety pilot is comfortable with assisting you in the event of trouble such as a spin or bad landing. Ideally, a CAP member who is a CFI would be the best choice.

Step 2 – Take the Written Exam

You can take the test at your leisure. First, you will need a copy of the CAP Flight Management CAP Regulation 60-1 ([CAPR 60-1\(C-1\)](#)). There is a copy available at the squadron or download it from http://level2.cap.gov/documents/u_082503073227.pdf. Second, download a copy of the [CAPF 5 Written Exam](#) by going to http://level2.cap.gov/visitors/programs/operations/standardization_evaluation/. Now you can research and answer the questions at your leisure. Once you complete this step of the test, you can then take the [Online CAPF 5 Written Exam](#) http://level2.cap.gov/visitors/programs/operations/ops_online_courses_exams/. The questions are the same and you will just need to copy your answers to the online test.

NOTE: This is the best way to do this as you only get 2 chances to pass the online exam! Note: You must take the Form 5 check ride within 90 days of taking the written exam.

Step 3 - Complete the Aircraft Questionnaire and Statement of Understanding.

Make a copy of the *Airplane Questionnaire* found on page 24 of [CAPR 60-1\(C-1\)](#). You will also need the POH from the aircraft type you intend to fly for your Form 5 check ride. All the questions are straightforward and it basically makes you more familiar with the aircraft and the POH. Make a copy of the *Statement of Understanding* found on page 20 of [CAPR 60-1\(C-1\)](#). It just requires your signature and date. Only one copy needs to be on file and thus does not need to be completed annually.

Step 4 - Schedule your Check ride.

Below are the names and phone numbers of the check pilots you can schedule your check ride with:

Check Pilot	Location	Phone Number	E-Mail
Mike Mitchell	Brunswick	(912) 638-2024	mikesuznco@yahoo.com



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Step 5 - Obtain a mission number.

Form 5 Check Rides are 100% reimbursable by the US Air Force for Mission Pilots only. Once you have set a date to fly with the Check Pilot, you need to send an e-mail to MAJ. Patrick Zarnik at: <mailto:captz03@hotmail.com> requesting the Mission Number and provide the following information:

- Your Name
- Rank
- CAP Serial Number
- Squadron Number
- Phone number
- Aircraft N number and type
- Airport Identifier flying out of
- State that request is for a Form 5 check ride.

NOTE: It's best to request the Mission Number at least one week before your check ride is scheduled.

Name	Home Phone	Work Phone	E-Mail
Maj. Patrick Zarnik	(770) 982-9828	(770) 451-7905 ext 112	captz03@hotmail.com



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Step 6 - Take the Form 5 Check Ride.

On the day of your check ride, you will need to insure you have all of your paperwork completed and ready for review by the Check Ride Pilot. You will need to have with you the following:

- Signed and Dated "Statement of Understanding"
- Completed Aircraft Questionnaire
- Certificate you printed on successful completion of the Form 5 written (2 copies)
- Your current CAP membership card
- Your pilot certificate
- Your current medical certificate
- Proof of your last Bi-annual Flight Review (BFR)
- Your logbook
- Aircraft logbooks (or other evidence to verify the airworthiness status for the aircraft used for the flight check)
- Completed [CAPF 71](#) for check ride aircraft

It's a good idea to have copied on a single, 8 ½ x 11 sheet your CAP ID card, pilots license, medical, and BFR. Some check pilots require this for their records. Be prepared and take the following with you to your check ride:

- Current aeronautical chart covering the area where check ride to be taken.
- Current approach plates (if seeking IFR privileges).
- E6B or equivalent
- Current copy of CAPR 60-1 and SER supplement.
- Current FAR/AIM
- Your logbook [including any necessary endorsements and compliance with §61.57(a)(1)].

A copy of CAP Form 5 called *CAP Pilot Flight Evaluation-Airplane* was part of the kit you have downloaded earlier. Complete the information required on the top line of your Form 5 (take 2 copies).

Be safe and have a great flight!



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Step 7 - Complete and mail your Form 108.

In order to get reimbursed, you will need your original fuel receipt and your completed [Form 108](#) and a copy of the completed Form 5. Be sure to make yourself copies and mail the original fuel receipt, Form 108 and copy of Form 5 to:

Maj. Patrick Zarnik
1706 Hunters Trace SW
Lilburn, GA 30047

Mail the Form 108 and attached **original** fuel receipt as soon after your check ride as you can.

Note: You must be a Mission Pilot or a Transport Mission Pilot to be reimbursed for Form 5 check rides.

Step 8 - Make copies of your paperwork.

It is a good practice to maintain a duplicate copy of your pilot folder at your residence in the event something gets lost and needs replacing. Make copies of all paperwork from Step 6. Originals are given to the Squadron Admin Officer in Step 9 below.

Step 9 - Update your Pilot Folder.

Give the signed/originals/copies to the Squadron Admin Officer. Before you can fly CAP aircraft, your Squadron Pilot Folder must contain the following items:

- Signed and Dated "Statement of Understanding"
- Completed Aircraft Questionnaire
- Certificate you got on successful completion of the Form 5 written
- Form 5 completed and signed by check pilot
- Copy of your current CAP membership card
- Copy of your pilot certificate
- Copy of your current medical
- Copy of your Biannual Flight Review (BFR)

Step 10 - Fly the CAP Aircraft.

You're now a qualified CAP pilot! Wear your wings proudly, encourage others to fly, never forget the flight release (before and after), and remember to refuel after your flight.



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Keep up your proficiency at least once every 90 days by accomplishing a self-conducted proficiency flight as described in [CAPR 60-1\(C-1\)](#), ATTACHMENT 7, 19 OCTOBER 2004, page 31.

GPS Simulator

The following was downloaded from a Texas Wing web site and can be helpful when using the GX55 GPS Simulator. All Georgia Wing aircraft are equipped with this GPS.

GPS Training - GX55 Download Simulator

You can now practice using the Apollo GX55 GPS that is standard in GAWG aircraft. The simulator program (basic version) is free and can be downloaded to your PC from the Internet. It installs easily and there are plenty of helps available to be viewed or printed. The installed and expanded program takes about 4.5 mega bytes of hard drive space. It runs on any Windows 95 or higher operating system.

To Download the Simulator:

1. Use your Internet browser program to download the [GX55 GPS Simulator](#)
2. Scroll down and click on GX Simulator Basic w/Americas database
3. Save as GXSimulator-Basic-Americas
4. Follow the instructions as the program is loaded and installed on your computer.
5. Suggestion: Use appropriate Folder/File names when prompted...used the suggested defaults and had no problems.

To Run the GX55 Simulator:

1. From your desktop, press the **START** button
2. Point to **Programs**
3. Point to **II Morrow GX Simulator**
4. Click on **GX Simulator (Basic)**
5. The first time thru, I suggest clicking on the **Help** button and printing the **Simulator Procedure Summary**
6. Click on the **ON/OFF** switch the program will begin
7. Click the **ON/OFF** button to stop the program



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Other items suggested to print for reference:

- Simulator controls
- Simulator menu items
- Creating a flight plan
- Activating a flight plan
- Any other helps needed

Other suggestions:

If you are flying a long flight plan, increase your airspeed (up to 990 kts.) to get more rapid results. This is designed for GPS training not as a flight simulator.

Note: the **large and small knobs** may be turned to the left with the left mouse button and turned to the right with the right mouse button.